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EVERY FRIDAY

Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

IN THIS ISSUE

FERRARI AND COOPER WINS
AT NÜRBURGRING

ASTON MARTIN O.C. AT
SILVERSTONE

THE LEINSTER TROPHY RACE
CROFT AND GREAT AUCLUM

John Bolster—Russell Lowry
H. A. O'Brien—"Bodach"

Vol. 3. No. 5.
August 3, 1951



ALPINE TRIAL
1951

2,000 c.c. CLASS

1st Frazer-Nash

Driven by E. Winterbottom and G. A. Duff also
winners of a Coupes des Alpes.

1,500 c.c. CLASS

1st H.R.G.

Driven by J. A. H. Gott also winner of a
Coupes des Alpes.

USING ESSO FUEL AND ESSOLUBE MOTOR OIL

It pays to say

ESSO

FOR ALL PETROLEUM PRODUCTS

August 3, 1951

Frank Curtis (Allard), who broke the Croft lap record, being chased at Cowton corner by the eventual winner, Gillie Tyrer (BMW), in the Formule Libre race.

A LEADING feature of the Darlington and District Motor Club's race meeting at Croft aerodrome on 28th July was the handsome scale of prize money offered. With £250 divided among the first four place winners, the 20-lap Formula 3 event promised some determined racing. It was, perhaps, a pity that the organizers ran it in three heats—though a separate prize for each kept the pot boiling. The other event of the afternoon was a Formule Libre of 15 laps with a 50 guinea gold-bag for division. The Croft circuit is 2.2 miles in length with a dust-free, though bumpy, surface, two hairpins, a right angle and several minor dog legs. Add perfect weather, a respectable crowd, and the mixture is complete.

In the first "500" heat, Jack Reece



DARLINGTON and D.M.C. at CROFT

Gil Tyrer and Jack Moor winners—Frank Curtis and Peter Collins break lap record

(Cooper-Norton) came round in the lead with Don Parker (J.B.S.-J.A.P.) close on his heels. This order was maintained until half distance when Parker overtook down the main straight and held command for the remaining laps. So they finished in close order, leaving the field miles behind.

The second of these 10-lap heats brought Jack Moor's Wasp to the front with Webb's Cooper and Spreckley's R.T.C. lying a good second and third in the early stages. Then Curly Dryden wound up the J.B.S. and moved in

behind the Wasp. At mid-distance, Curly took the lead, to be displaced during the ensuing lap. Once more the field tagged along behind. The third heat belonged to Peter Collins all the way, the J.B.S. never being threatened, though Alan Rogers (Cooper-Norton) came through from sixth place to second. Peter Collins put in the fastest lap of the afternoon, up to then, with 1 min. 52 secs.

Having laid the scene for the "500" final, interest shifted to the Formule Libre race which brought out an

interesting gridful of cars, from Le Mans "Caddy"-Allards and XKs to Ron Flockhart's speedy J.P.-Vincent. After a rather "jumpy" start, the whole 20 went howling in the best fashion down to the double right-angle hairpin at Cowton. Gillie Tyrer's BMW in the lead with Curtis ("Caddy"-Allard) fighting hard. As the pack dived for the corner, straw went flying and Sunter's Jaguar spun but was avoided. Next time round, Curtis was in the lead, having headed Tyrer. Ron Flockhart was a stout third. In the rear places, Boston was wrestling manfully with the steering of his Austin Special, while Harrison seemed the only man not worried about his front wheels. The wheels won in the end by shedding spokes. Tyrer then regained the lead but it was announced that Curtis's quick lap had broken the track record, 1 min. 43 secs.—a speed of 76.90 m.p.h. Things then settled down a bit with the order reading Tyrer (BMW), Curtis (Allard) and Flockhart (J.P.-Vincent). Holt (Jaguar) taking up fourth spot in a nicely judged drive, and so they finished.

The climax of the afternoon came with the 500 final. At Cowton hairpin, Curly Dryden, Peter Collins and Les Leston made a solid phalanx of J.B.S.s, fighting hard, with Peter Collins lying fourth in yet another J.B.S. Jack Moor, lying fifth, had to take refuge on the grass, but got round successfully. Alan Rogers had his crankcase disintegrate. Then Curly Dryden and Peter Collins came round together, Leston had lost time, and Webb brought a Cooper up to third. The Dryden-Collins dice was short-lived, Peter having to call at his pit. Webb disappeared and Jack Moor, pouncing through as Don Parker spun on to the grass at Halsaby, became second. Leston, after a wild ride, spun



Formula 3 victor, Jack Moor (Wasp) being followed into Cowton by W. Webb (Cooper).

Croft—continued

at Cowton, soon afterwards he had his front end collapse. Don Parker, recovering, got by the Wasp once more and the order at six laps being Dryden, Parker, Moor, with Mick Beardshaw astern and enjoying a piece of track all to himself. Then Peter Collins rejoined the fight and, though a couple of laps behind, started circulating around at 75 m.p.h. to the leaders' 70, and in the process equalled Curtis's new record of 1.43. Parker dropped out, leaving Jack Moor to tackle Curly Dryden. The pair went at it hammer and tongs, while Beauman, now lying third, tried frenziedly to close his bonnet flap. Beardshaw motored consistently fast—and still by himself. He had his reward when Beauman dropped out. At 15-laps, Curly Dryden seemed to have the situation well sized up, though Jack Moor had given him some anxious—and even surprising moments,

especially leaving Cowton hairpin. Then a final sensation as Curly, for no apparent reason, went into a spin on Hainaby with only two circuits to go. The Wasp dived through and the J.B.S. limped on with a buckled rear wheel. S.O.S. calls went out to rescue Webb from a beanfield. **RUSSELL LOWRY.**

RESULTS

Formule Libre Race (15 laps): 1, £25, G. Tyrer (BMW), 26 mins. 44.6 secs.; 2, £15, F. Curtis (Allard); 3, £10, R. Flockart (J.P.-Vincent).

Formula 3 Race (20 laps): 1, £100, E. J. Moor (Wasp), 37 mins. 16 secs.; 2, £75, R. M. Dryden (J.B.S.); 3, £50, A. M. Beardshaw (Cooper); 4, £25, A. J. Nurse (Cooper).

Special Heat Prizes £5: Heat 1, D. Parker (J.B.S.); Heat 2, E. J. Moor (Wasp); Heat 3, P. J. Collins (J.B.S.).

Fastest Lap Prizes: Formule Libre, £5, F. Curtis, 1.43; Formula 3, £10, P. J. Collins, 1.43.

ENJOYABLE N.I.M.C. RALLY

Wilbert Todd Wins P.A. for the Second Time

MORE than 50 entries, superb weather, and close on 200 miles of "sporting" country—such was the recipe for the successful rally held by the North of Ireland M.C. last Saturday. An observed section, a map-reading section, and a timed climb of one of the steepest hills in Ireland, were included in the 14 special tests, through which Wilbert Todd, of Lisburn, romped home with the Humber Special to win the Ulster Motor Traders' Trophy for the second time. Other noteworthy performances were provided by Mrs. Eileen Atkinson (Ford Spl.), who won the Ladies' Trophy and third prize in her class, and by Walter Clokey, who won his class with only one cog left in the box of his BMW saloon.

Thirty of the entrants started from Fortwilliam Park, Belfast, and the remainder from Londonderry, their routes joining at the first time control, near Knockloughrim, 36 miles from Belfast. Here they found the first test in a quarry, involving several boxes and "see-saws", the best time being made by Todd. Then the field proceeded to the second test near Swatragh, a forward-and-reverse round two pylons on a narrow road, complicated by the fact that the pylons refused to remain upright in the wind. A short section of loosely-surfaced tracks led to the third test in another quarry, more exciting than the last.

There followed the observed section, which had, however, lost all its terrors in the dry weather. A Boadicea-like scythe-equipped chariot to clear the tall grass would have been more useful than mud-defying knobbles, and no one looked like hesitating. On, then, to the second time control at Aghadowey Airfield, the route being signposted through-

out by one of the motoring organizations, for tests five and six on the runway. Pylons were much in evidence, and a conveniently-placed B.B.C. microphone had much to record in the way of tyre squeal, while the black smears on the tarmac would have delighted the heart of any tyre salesman. One performance well worth watching was that of Raymond Noble, who swung his Morris Minor in and out between the five pylons without wasting an inch or a second.

After a welcome lunch interval came a regularity section, calculated to deceive the most wily. Set to average 26 m.p.h. for four miles, the competitors started off at a suitably snail-like pace on an excellent road, only to find the surface change suddenly to an unmetalled mixture of bumps and potholes over which 26 m.p.h. was something like a maximum. Complaints were heard afterwards that the length of this section was more than four miles, and the only man to achieve the correct average was Barry Ross, with a borrowed (and defective) speedometer in his M.G.! A couple of miles further on brought the field to that favourite location for a round-pylon sprint, Orra Lodge, which offers an unpleasant drop for the over-enthusiastic.

By-passing Cushendun on the north-east coast, and suffering from a scarcity of finger-posts at this point, the competitors found themselves faced with a real test of their clutch-work—a see-saw on one of the steepest parts of the famous Torr Road. Trying hard to ignore the magnificent view across the bay, they came to a timed climb of Torr Head itself, complete with its two hairpins, and continued to the next control at Bonamargy Bridge, outside Ballycastle. Although most of the course had

been covered by this time, the majority clocked in on time, despite a few punctures and other worries. Quite the most unlucky driver was David Archibald, whose M.G. Special had experienced every trouble imaginable, including brake failure and a collapsed wheel.

If troubles had been few enough before, everyone had a nasty shock when they came to the 11th test at Glenahesk, for they had to drive twice round an island at what must surely be one of the narrowest Y-junctions in existence, Bob Chambers, with only one brake operative, managed it non-stop in his Austin A90 saloon, but the smaller saloons, with less ground clearance, either hit the banks or stuck on the island itself. Dr. Geoff Houston dropped a headlamp stoneguard and glass on hitting the bank, and ran over it on his second lap, while every Hillman Minx suffered dented body-sills.

After a timed map-reading section to Caslecat, came Portrush and the two final tests, before an enthusiastic crowd at the Recreation Grounds. In the first, cars were placed inside a box, then drove round one side and reversed around the other, whilst the final test took the form of a see-saw and sprint round a single pylon. Ernie Robb (Hillman) was fastest of the small saloons, all of which were extremely neat, in the first test, while in Class 2 Walter Clokey completed the test slowly, to the accompaniment of sickening crunches from his wrecked gearbox. Of the open cars, Victor Ross was handicapped by the loss of first gear in the Jowett Jupiter, but Eric Rowland (Morris 8) and Derek Johnston (TD M.G.) made good performances. In the "specials" class Todd, surprisingly for him, clipped a couple of markers.

After W. J. Haughton, who had no starter motor, had had the bad luck to stall the engine of his Ford Special in the final test, the crowd were treated to the biggest thrill of the day. Joe Robinson, setting up fastest time in his class, lifted two wheels of his Vauxhall clean off the ground in rounding the pylon, and hung poised for what seemed like a longish fortnight, before coming safely to earth again.

WILSON MCCOMB.

RESULTS

Premier Award: W. T. Todd (Humber Special).

Class 1 (Saloons under 1,500 c.c.): 1, C. E. Robb (Hillman Minx); 2, C. W. E. Maunsell (Hillman Minx); 3, P. W. Torney (Hillman Minx).

Class 2 (Saloons over 1,500 c.c.): 1, W. E. Clokey (BMW); 2, R. C. McKinney (Citroën); 3, J. P. Robinson (Vauxhall).

Class 3 (Open Cars): 1, D. G. Johnston (TD M.G.); 2, B. McCaldin (TD M.G.); 3, R. J. Nash (TD M.G.).

Class 4 (Specials): 1, W. T. Todd (Humber); 2, G. W. Houston (M.G.-Riley); 3, Mrs. E. Atkinson (Ford).

Ladies' Prize: Mrs. Eileen Atkinson.

Team Award: Johnston, Chambers and Jefferson (TD M.G.s).

SINGLE VALVE ENGINES

At the recent Hendon Air Display, I was charmed at the sight of some ancient flying machines performing as they first did nearly 40 years ago. The most successful ones all had rotary engines of the "Gnome" pattern, and a sectioned unit of this type was also on view. The particular version chosen for this purpose was a "Monosoupape", and the delightful shape of its combustion chamber, with a single large valve in the centre of the head, set me pondering.

Naturally, when one sees such a revolutionary design, one starts to consider whether a useful car engine could be produced on such lines. Before discussing this, perhaps a short description of the *modus operandi* would help those who are not very familiar with such ancient machinery.

The construction of the engine is broadly similar to a modern "radial", with the air-cooled cylinders set round a circular crank case, and operating on a single-throw shaft. The "rotary", however, has the crankshaft fixed to the aircraft and the propeller attached to its crank case, the whole unit, therefore, spinning on its own axis.

Assuming that the charge has just been fired in one cylinder, the piston will descend and, as it approaches the bottom of the stroke, the single valve will be opened by its push rod and rocker. The rising piston will expel the products of combustion in the normal manner, the open port having no pipe attached to it. At top dead centre the valve will remain fully open and the piston will draw in plain air as it begins its downward journey. Towards the bottom the valve will close and then the piston will uncover a ring of small holes in the cylinder wall.

These holes are connected with the crank case, which is full of an extremely rich petrol-air mixture. This has been drawn through the hollow mainshaft from a carburettor, and the air already in the cylinder will dilute it to the correct extent for combustion to take place after compression. Although it was nominally the rising pistons which were responsible, aided by a non-return valve, for drawing the mixture into the engine, the rotary unit must, in fact, have formed a very low pressure centrifugal supercharger. The residual pressure in the cylinder would avoid fuel waste when the ports were uncovered at the bottom of the firing stroke.

Driven on Cut-out Switch

This type of engine could not be throttled, and had to be "driven" on a magneto cut-out switch. Furthermore, no exhaust manifold could be used. Thus, as flown, it could hardly be applied to a car. At the very beginning of motoring, though, Lanchesters had a somewhat similar engine which, at the cost of a little com-

plication, got over these difficulties. Briefly, the single valve in the head was backed up by a two-way valve, which connected the port alternately with the carburettor and the exhaust pipe.

The Monosoupape aircraft engine was strictly a low speed job, but at around 1,200 r.p.m. it was very efficient. The oil consumption was high, as is inevitable when breathing takes place through the crank case, but it is tempting to re-draw the thing as a modern high speed unit, with fuel injection to overcome that problem. The ideal combustion chamber and exceptional valve cooling are most attractive, as is the prospect of merely leaving one valve open instead of "overlapping" two. The absence of an exhaust manifold might not matter for a purely racing application, and the lack of a throttle might be overcome by controlled injection.

Poor Filling at High Speeds

Nevertheless, I am afraid it is the overlap business that kills the one valve engine. Not only is no extractor or ramming effect possible, but the flow through the port has to undergo a complete reversal. So, although the inlet stroke starts with a wide open valve, I am afraid that, at high speeds, the filling might be very poor. Then there are the questions of scavenging and turbulence to consider, both of which are best served by the cross flow from two inclined valves.

Before abandoning the project altogether, there is one other possibility. The Monosoupape head saves a great deal of weight and complication, but if one is willing to sacrifice some of this mechanical simplicity, one might have a simple rotary valve on the low pressure side of the single poppet, which would permit the use of conventional induction and exhaust tracts. Fuel injection is the one modern development that might bring back our old friend to life. (Actually, it's not so modern, for the Wright Bros. used fuel injection on their first 'plane!)

The single poppet valve head is, of course, often used for two-stroke engines. In this case, though, the valve only performs one function, for ports are still uncovered by the piston. Many two-cycle diesels have piston controlled inlets and an overhead exhaust valve, and this is known as the Kadenacy system; the supercharged G.M.C. is perhaps the best-known example. Two strokes and diesels are a couple of red herrings that I have positively no room to follow up on this occasion.

Most old ideas get "re-invented" sooner or later, and the "Mono" may be no exception. Personally, I don't ever expect to see a single-valve Norton, for instance, and the conventional inclined valve layout looks as though it will be with us indefinitely. Yet those old Gnome motors certainly had something, and it's fun to reconsider the possibilities of the principle.

August 3, 1951

GREAT AUCLUM

Several Class Records Broken at Hants and Berks Speed Event

RESULTS AND TIMES

Sports Cars. Class 1: 1, G. P. Taylor (M.G.), 25.36 secs.*; 2, Derek Buckler (Buckler), 25.83; 3, M. C. Parrott (Buckler), 25.91; L. J. Drew (Buckler), 26.39; R. W. Russell (Gammon), 26.43; W. C. Cuff (Cuff Spl.), 27.63; W. F. H. Ashdown (M.G.), 27.85; C. H. Hunt (Hunt Spl.), 28.34; S. Winn (M.G.), 28.43; A. Turney (Riley), 30.57.

Class 2: 1, David Pritchard (H.R.G.), 25.17; 2, E. M. Mackay (Cooper-Rover), 25.43; 3, F. L. Stark (Dellow), 27.62; M. Potter-Moore (M.G.), 27.81; Ken Miles (Alfa Romeo), 28.09; A. Oakes-Richards (Alfa Romeo), 28.32.

Class 3: 1, T. A. D. Crook (Frazer-Nash), 23.67; 2, W. S. Perkins (H.R.G.), 24.90; 3, F. C. Davis (M.G.), 25.75; G. Worsley (Alvis), 27.05; F. H. Ashdown (Healey), 28.52.

Class 4: 1, Gordon Parker (Jaguar), 23.91; 2, M. W. H. Head (Jaguar), 24.97; 3, J. A. Shutler (Invicta), 25.16; S. J. Boshier (Jaguar), 25.71; W. Freed (Jaguar), 25.93; J. A. F. Cripps (Cripps Spl.), 26.40; Donald Monro (Invicta), 27.40; C. J. Hamilton (Invicta), 27.97; J. A. Andrews (Andrews), 28.72.

Racing Cars. Class 6: 1, Ian Smith (Cooper), 23.37; 2, S. Lewis-Evans (Cooper), 23.39; 3, P. K. Braid (Cooper), 23.53; W. C. Cuff (Hell's Hammers), 23.57; J. K. Brise (Cooper), 23.63; J. Ebdon (Iota), 23.73; A. M. R. Mallock (Austin), 23.97; B. A. M. Gilbert (Cooper), 24.10.

Class 7: 1, David Brake (Cooper), 22.39; 2, C. G. Arengo (Arengo), 22.83; 3, G. V. Coles (J4 M.G.), 24.40; R. F. Hill (Sumner-J.A.P.), 24.57; R. M. Smith (M.G.), 25.90.

Class 8: 1, J. M. Perkins (Bugatti), 23.64; 2, C. W. A. Heyward (Norris Spl.), 24.17; 3, W. A. Taylor (Caesar Spl.), 24.79; D. H. Gahagan (Sunbeam Spl.), 24.89; S. J. Smith (Bugatti), 24.90; A. F. Rivers-Fletcher (Bugatti), 26.11.

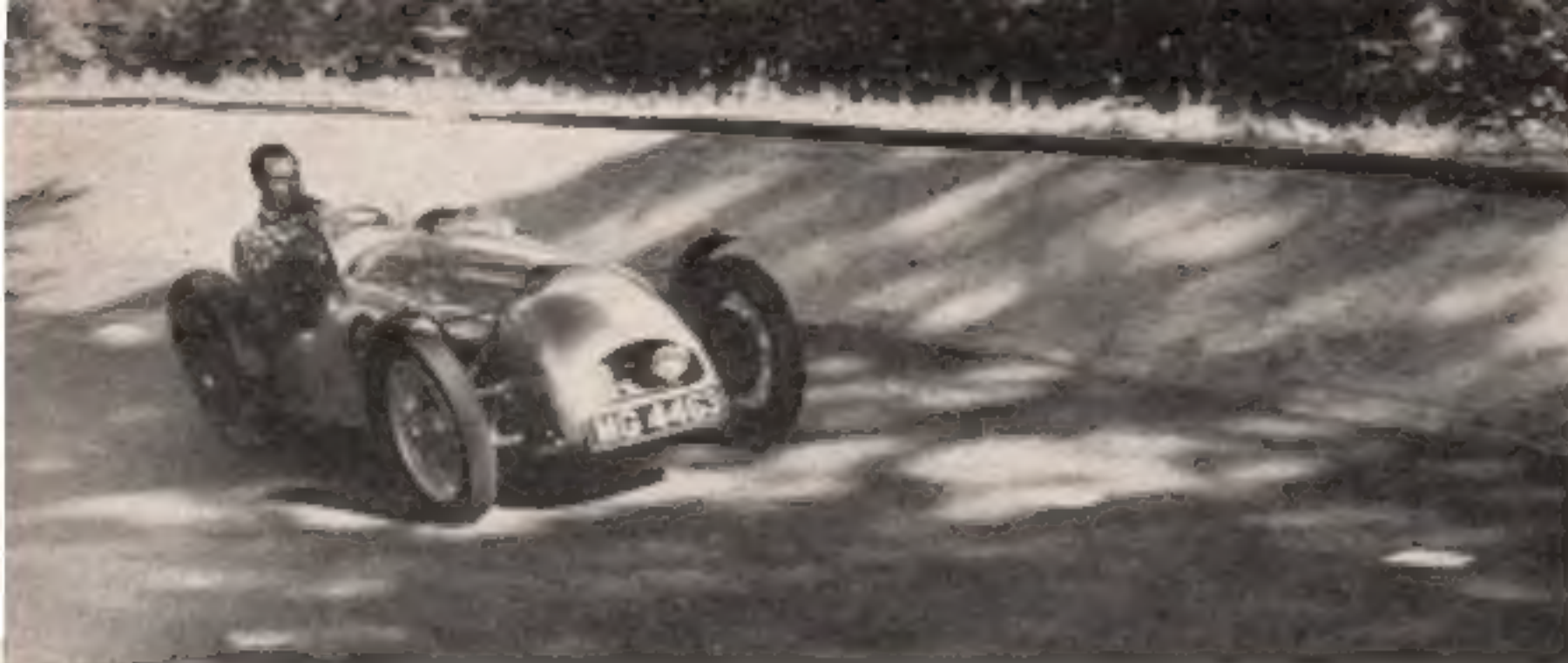
Class 9: 1, A. S. Raven (Bugatti), 26.54; 2, C. Powell (Bugatti), 28.78.

For Class Records Only*

Third Run: 1, S. Lewis Evans (Cooper), 23.10; 2, P. K. Braid (Cooper) and Ian Smith (Cooper), 23.30*; 3, W. C. Cuff (Hell's Hammers), 23.50.

*New Class Records

"WALL OF DEATH": Few underwriters would have cared to issue a policy for photographer John Talbot-Frith in taking these pictures on the Hants and Berks M.C.'s famous banked sprint course at Great Auclum. (Top to Bottom) G. P. Taylor (M.G.), winner of Class 1. S. J. Boshier (XK 120 Jaguar), David Pritchard (H.R.G.), Class 2 victor. C. J. Hamilton and his veteran Invicta.



LEINSTER TROPHY

Hawthorn's Magnificent Victory with Veteran T.T. Riley—Baird (Maserati) Laps at 84.58 m.p.h.—Tom Coles (Chrysler-Allard) Wins Sports-Car Class

THIS year's International Leinster Trophy Race run by the Leinster Motor Clubs on the 8.34-mile road circuit at Wicklow on 21st July was an extremely exciting event. Superb driving by "Mike" Hawthorn on the amazing 16-year-old ex-Gee T.T. Riley gave him a thoroughly deserved win at the astonishing speed of 78.19 m.p.h., an increase of 2.6 m.p.h. over his allotted handicap speed. In practice, Hawthorn had put in a lap at 80.06 m.p.h. only 1.32 m.p.h. slower than Tom Cole's record sports-car lap on the Chrysler-engined Allard and 4.52 m.p.h. under Robbie Baird's new lap record for the circuit on his ex-Parnell 4CLT/48 Maserati! This was an astounding performance for such a young man (Hawthorn is 22) with less than one year's racing experience on a 16-year-old unblown car of only 1½-litres.

Although the race was of 16 laps duration (approximately 140 miles) the limit men received three credit laps which meant that they had only a total of 13 laps to complete. The field was extremely varied ranging from Baird's Maserati down through a series of racing-cars, sports-cars and specials to virtually standard "TC" type M.G.s. The handicapping for cars of such widely differing performance was almost perfect. A double disappointment to Irish enthusiasts was the non-appearance of both R. Lovell-Butt on the ex-Baird Meteorite (K-3 Magnette) and that popular and most polished of Irish drivers George Mangan who crashed in practice. "Dickie" Lovell-Butt had the great misfortune to break a crankshaft whilst driving up to the pits.

The start of the race was a very near thing as the last man had only just left the grid when the first man away appeared at the end of his first lap. Right from the first lap excitement was forthcoming as S. Kennedy on a "TD" midget had a 90 m.p.h. crash on a downhill curve at the back of the circuit, the car somersaulting twice to become a total wreck—Kennedy received only very minor injuries. Owing to the system of credit laps it was difficult to assess the positions until lap five but on his second lap Redmond Gallagher (Leprechaun 500) had crashed and retired without serious damage to himself or the car.

On lap five John Dickson driving Bill Leeper's fast single-seater "TC" midget (he lapped 6 m.p.h. faster than handicap speed in practice) had moved very rapidly through the field to gain 15 places which placed him eleventh, Torrie

Robbie Baird (4CLT/48 Maserati) was runner-up in the "Trophy" race.



Large in his beautifully-built and immaculate single-seater "TD" had gained eight places and Hawthorn nine. On this lap A. C. O'Hara, modified N-type M.G., limped into the pits and retired minus one big-end.

On lap six E. Doyle, Fiat-engined 1,089 c.c. T.M.C., who had retained second place from the start, retired with smoke pouring from his engine allowing Jack Stevenson, "TC" midget, to move into his position.

Meanwhile Dickson and Large continued to move rapidly through the field and on lap eight were in fifth and 11th places respectively. On this lap also the limit man Frank O'Boyle, pre-war Alfa driver and now piloting a single-seater 1,089 c.c. Fiat, was for the first time displaced from the lead by C. Martin driving his 1,089 c.c. single-seater special, the M.S.R.A. M. P. Cahill, last year's winner, in his N-Magnette-based Iona Special, which had broken a crankshaft in practice, had been following Large through the field and was at this stage only two places behind him. Hawthorn who was still passing car after car mysteriously lost two places on lap eight and Doctor Tinsley, XK 120 Jaguar, failed to appear having retired at the Beehive with gearbox trouble. The other XK 120 driver Cecil Vard was circulating rapidly, gaining many places. Tom Cole who had brought the

big Chrysler-engined Allard all the way from California was also travelling very fast. He came complete with tuning expert Willie Frick and his entrant John Perona of New York. The Allard was very steady indeed and had remarkable acceleration out of the corners accompanied by a thunderous exhaust roar. Cole's fastest lap of 81.38 m.p.h. was 3 m.p.h. quicker than his best last year when he drove the same car with a Cadillac engine installed.

On lap 10 L. Carvill, driving his elderly 1½-litre Riley, appeared in the lead, second was Dickson followed by Joe Flynn in his "TC" M.G. fitted with a Morris 10 engine lined down to 1,087 c.c. This was Dickson's first race at the wheel of a car, although he had experience of this circuit in motor-cycle events.

Baird was handling his newly-acquired Maserati with great skill and the necessary respect demanded by such a narrow and tricky circuit. He had passed Cole on his sixth lap and made a 45 seconds fuel stop at 11 laps during which he managed a drink, quick puffs at a cigarette and a chat with his wife. As he was leaving the pits Cole passed through although Baird caught him again during that lap.

Martin on the M.S.R.A. retired with trouble on lap 10 and on lap 11 Carvill retired with engine bothers leaving Dickson in the lead followed by Large on the



Dr. Tinsley (XK 120 Jaguar) pursued into Rathnew village by Hawthorn (Riley) and Dickson (M.G.).

Leinster Trophy—continued

single-seater "TD". Flynn retained third place having been passed by Large on the previous lap. Since lap seven Stevenson had been struggling round with trouble on the "TC" and now retired minus some carburettor mounting bolts.

On lap 12 Hawthorn, who had been driving at the absolute limit and creating wild excitement amongst the spectators, gained seven places and was now eighth behind Cahill who was still steadily moving through the field. In sixth place was Stanley Porter on the Vanguard-engined Plus-4 Morgan. Lap 12 also saw the retirement of Vard who crashed in the Jaguar at high speed on a fast bend between Rathnew and the pits. The Jaguar hit the bank, leapt into the air then spun round several times. Vard was happily uninjured and only the front wings of the car appeared to be damaged, and he was able to proceed slowly to the pits. Meanwhile Cahill had also caused a little excitement when coming out of the Railway Bridge bend before Rathnew he slid across the road, hit the bank, mounted it, was on the verge of rolling over but fought the car back down on to the road and carried on calmly as ever.

Oscar Moore's Bad Luck

Oscar Moore (H.W.M.) received only 4½ minutes from Baird and 3½ minutes from Cole but was still ahead of them both at 12 laps, although his car was not running as well as it might. Certain spares were flown over from England but because of a slight inaccuracy on a custom's declaration form he was refused access to them and had to patch up the engine the best way possible, working on the floor of a hotel lock-up with the assistance of his son and his wife, Hilda.

A very creditable performance was that of R. J. Corry on a perfectly standard TC M.G.; he retained fourth place until the eighth lap. His chassis frame was considerably out of line, back shackles damaged, engine and gearbox mountings bent and broken due to a practice crash but by the next evening's session Sidney Sheane and his staff at Haskin's Garage in Wicklow had brought the TC back to original condition!

On lap 14, Dickson was still in the lead and Large entered this lap still in second place but when approaching the downhill run to Beehive Corner at something between 90 and 100 m.p.h. his car got out of control, probably through a burst tyre, mounted a bank, shot about 20 feet into the air with its driver still aboard, crashed down into the road throwing Large out and bouncing right over him into the opposite ditch, the beautiful little machine becoming a total and heartbreaking wreck. Torrie was happily completely unhurt except for very minor bruises.

Spivac gave up the unequal struggle with his misfiring and very sick TD and retired. Hawthorn replaced Large in second place and was driving all he knew to catch Dickson. In third place now was B. McCaldin, TD M.G., who had steadily worked through from being



Leinster Trophy winner, "Mike" Hawthorn, taking Railway Bridge Corner with his Riley in a perfectly-controlled slide.

RESULTS**Handicap Race:**

1st Leinster Trophy: J. M. Hawthorn (Riley), 78.19 m.p.h.

2nd Holmpatrick Trophy: W. R. Baird (Maserati), 81.28 m.p.h.

3rd Dunlop Trophy: B. McCaldin (M.G.), 68.90 m.p.h.

4th Englebert Trophy: O. Moore (H.W.M.), 77.16 m.p.h.

Scratch Races, Class 1 Formula Free: 1, W. R. Baird (Maserati), 16 laps, 81.28 m.p.h.; 2, O. Moore (H.W.M.), 16 laps, 77.16 m.p.h.; 3, J. Dickson (M.G.), 14 laps, 71.38 m.p.h.

Class 2, Sports-Cars: 1, T. L. H. Cole (Allard), 16 laps, 79.01 m.p.h.; 2, J. M. Hawthorn (Riley), 16 laps, 78.19 m.p.h.; 3, B. McCaldin (M.G.), 14 laps, 68.90 m.p.h., C. Maunsell (H.R.G.), 14 laps, 68.90 m.p.h.

Fastest Laps, Mervyn White Trophy: R. W. Baird (Maserati), 84.58 m.p.h.
Sports-car: T. L. H. Cole (Allard), 81.38 m.p.h.

Team Awards, One Make Team: M.G. Team (McCaldin, Collen, Flynn).
Club Team: B.A.R.C. (Moore, Hawthorn, Byron).

Smithfield Trophy, First Irish Finisher other than above awards: J. J. Flynn (M.G.), 66.06 m.p.h.

twentieth man on handicap, fourth was Joe Flynn and Preston had dropped out with bearing trouble. Cahill's radiator was damaged by his bank-climbing episode and with only one and a half laps to go he had to retire through lack of water. So they entered the last lap, Dickson, Hawthorn, McCaldin, Flynn and Baird in that order, but fate was to twist things around a bit yet for half-way round the course Dickson's engine went very sick indeed. He had called at the pits entering his last lap, but was sent straight off again and coaxed it on to finish but Hawthorn shot past him when only half a mile from home and won a superbly driven race with the old Riley engine still sounding crisp and fresh after a very hard drive indeed, a great credit to the assembly and tuning

of his father, Les Hawthorn of motorcycle fame. Baird moved up to third place where he finished followed by McCaldin. Oscar Moore was fifth and Joe Flynn finished serenely in sixth place.

Most people agree that this was one of the most exciting and interesting races run in Ireland for many years and it was only fitting that many of the finishers, on their final lap after receiving the finishing flag, should bring in as passengers the many disappointed but grinning drivers of cars which had broken down or crashed out on the circuit and what a procession they made! The applause they received from the crowd was tremendous.

Baird broke his own lap record of 80.28 m.p.h., made last year in the 1,087 c.c. Meteorite now owned by Lovell-Butt, with a best lap speed this year of 84.58 m.p.h., and Tom Cole set up a new lap record for sports-cars at 81.38 m.p.h.

Although Dickson finished second he was excluded from the handicap award as the fuel he used, owing to a mistake, was not as specified in his entry form. This, however, did not affect his third place in the formula free class. This was extremely bad luck for Dickson after such a fine effort.

CIRCUIT CHATTER

Jim Byron was conspicuously morally supported by his two enormous elder brothers whilst the Bugatti was nurtured and cared for by Owen Finch's mechanic Dick Forsee . . . Willie Frick and John Perona in Cole's pit were completely lost in the system of credit laps and handicaps and early in the race gave up all idea of keeping lap charts with shoulder shrugs and bewildered looks . . . The Chrysler-Allard was fitted with a very neat and extremely accurate electric rev. counter also a most complicated 4-carburettor gasworks . . . Hawthorn, whilst still fighting the Riley through the bends at Rathnew, was able to take time off to recognize friends and wave to them! . . . Easily the smartest turn-out in the race was Torrie Large with his monoposto
(Continued on opposite page)

WHARTON AGAIN!

**SMETHWICK COOPER DRIVER BREAKS
BOULEY BAY RECORD—DENNIS POORE
(ALFA ROMEO) RUNNER-UP**

DRIVING his now well-known, super-charged Cooper-J.A.P. "1,000", Ken Wharton moved a step nearer the 1951 R.A.C. Hill-Climb Championship by breaking his own Bouley Bay course record with 54.2 secs. on 26th July. Next best was Dennis Poore (3,800 Alfa Romeo) with 56.2 secs., and a close third was local driver Syd Logan (Cooper-J.A.P.) with 56.6 secs.

The event, organized by the Jersey and District M.C. and L.C.C., attracted a holiday crowd of about 7,000 people. Wharton, who had unofficially broken the record in practice (54.6 secs.) rocketed up in 54.2 secs. on his first run. He went into the "S" bend faster than anyone has ever attempted it, came out beautifully placed for the brief "straight", and swung through Les Platons at high speed. He allowed the tail of the Cooper to slide viciously at Radio hairpin then accelerated up to Quarry and to the finish at what looked like an impossible speed. The healthy crackle from the blown J.A.P. no sooner died away in the distance, than one could hear the crowd gasp—as one person.

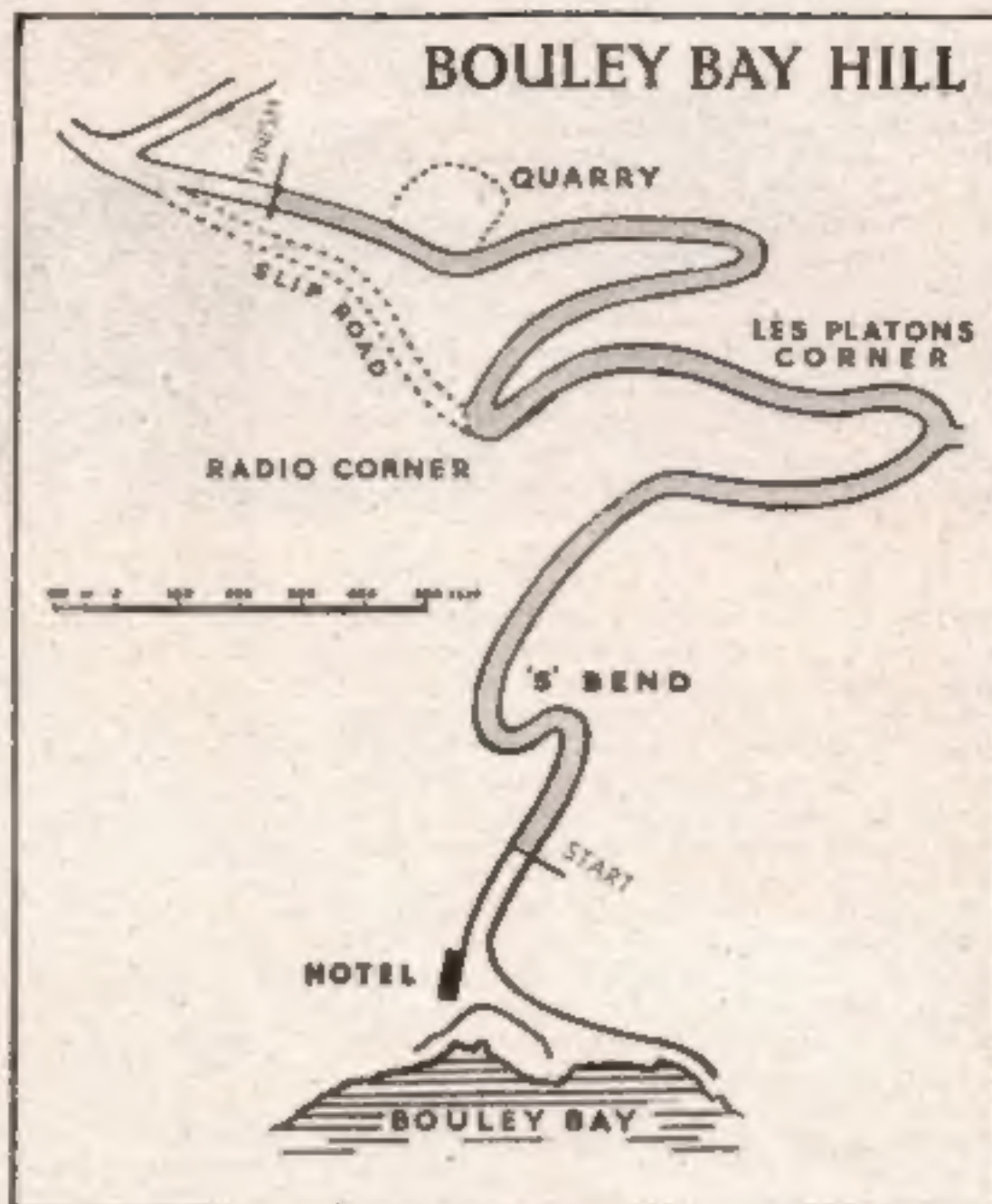
Dennis Poore also gave the customers something at which to wonder. He took his big and unwieldy-looking Alfa Romeo round the tricky bends with the artistry one has come to expect from last year's hill-climb champion. Syd Logan's perfectly tuned, unsupercharged Cooper-J.A.P. was delightfully handled—only 0.4 secs. slower than Poore.

Frank Le Gallais won the battle of M.G.s in the under 1,500 c.c. sports class, and C. Juste's Healey was best of the 3-litre category. In the over 3-litre class, Bob Sangan's 65.8 secs. was best of a trio of XK 120s, and Scotsman George Hendry's Ford.

Wharton, of course, dominated the 1,000 c.c. racing class with J. D. Poingdestre (Cooper-J.A.P.) runner-up. Leonard Bond did a fine 61.6 with his f.w.d. Bond "500" to take third place. Peter Collins (1,200 Cooper-J.A.P.) had gearbox trouble in practice and did not complete a run in the 1,001-2,000 c.c. section. Syd Allard took his four-wheel-drive Allard-Steyr up in 57.2 secs. to finish second to Poore in the over 2,000 c.c. class. Derricourt (Skinner Spl.), just pipped Frank Le Gallais and his SS-powered, rear-engined L.G.S. for third spot.

Notes: Wharton has now the formidable record of three outright wins and a second place in his bid for the Hill-Climb Championship. Poore's score is one win and two seconds out of four events. With Craigantlet and Prescott still to come, the Alfa Romeo driver has to win both to equal Wharton's score. In the Championship, six hills are

★
*Sketch map of the
1,011 yards course at
Bouley Bay, Jersey.*
★



nominated and drivers can select their four best times from any of them. . . . Philip Mayne, assisted by G. H. Thomas and D. le Sueur were in charge of the new electric-ray timing apparatus loaned by S. G. Gilley, of Bel Royal. . . . Best solo motorcycle time was 58.6 secs. N. F. George and his B.S.A. . . . Syd Logan (Cooper) again won the Hellyar Trophy for the fastest local driver. . . . The Jersey officials presented Poore and Allard with pewter tankards for "perfect attendance" at Bouley Bay meetings. . . . Mrs. R. L. Sangan presented the awards.

RESULTS

Best Time of the Day: Ken Wharton (998 Cooper-J.A.P. S.), 54.2 secs. (New Hill Record).

Runner-up: Dennis Poore (3,800 Alfa Romeo S.), 56.2.

Third: Syd Logan (1,098 Cooper-J.A.P.), 56.6.

Sports Cars

Under 1,500 c.c.: 1, J. Le Gallais (1,250 M.G.), 69.8; 2, T. J. Hodskin (1,250 M.G.), 73.8; 3, W. Jocelyn (1,250 M.G.), 75.6; 4, P. Frampton (1,250 M.G.), 80.2.

1,501-3,000 c.c.: 1, C. Juste (2,443 Healey), 69; 2, R. Varney (2,660 Austin), 74.6.

Over 3,000 c.c.: 1, R. L. Sangan (3,442 XK 120 Jaguar), 65.8; 2, A. Owen (XK 120), 67.2; 3, S. G. Gilley (XK 120), 68.6; 4, George Hendry (3,290 Ford), 69.2.

Racing Cars

Up to 1,000 c.c.: 1, Ken Wharton (998 Cooper-J.A.P. S.), 54.2; 2, J. D. Poingdestre (998 Cooper-J.A.P.), 60.4; 3, L. Bond (497 Bond-J.A.P.), 61.6.

1,001-2,000 c.c.: 1, Syd Logan (1,098 Cooper-J.A.P.), 56.6; 2, F. C. Norman (1,250 M.G. S.), 64; 3, E. J. Foster (1,800 V.M.S.), 67.2.

Over 2,000 c.c.: 1, Dennis Poore (3,800 Alfa Romeo S.), 56.2; 2, Syd Allard (3,600 Allard-Steyr), 57.2; 3, J. Derricourt (4,168 Skinner Spl.), 61.8; 4, F. Le Gallais (3,485 L.G.S.), 62.8.

Leinster Trophy—continued

TD M.G. which, however, finished up in an awful mess after his crash, although Torrie was still immaculate! . . . George Mangan after his crash in practice is reported to be out of danger and progressing well . . . Bill Young, chief marshal on the corner at Rathnew Railway Bridge, after several attempts had been made on his life during practice, asked that certain drivers be notified that he, Bill, was the end of the course at that point, that there was nothing for them beyond him—"least, he didn't think so"! . . . AUTOSPORT's baby Fiat (o.h.v. type C) was in great demand by certain gentlemen wanting to learn the circuit—"quickly and safely"! A great vote of thanks is due to race secretary Jack Pollard for his unceasing efforts to assist competitors and generally make the race a great success.

H. A. O'Brien.



LAST Saturday The Aston Martin Owners' Club staged its second annual St. John Horsfall Race Meeting on the club circuit at Silverstone. As usual, the weather was first class, and, remembering well their meeting last year on one of that summer's four good days, we come to the conclusion that they get preferential treatment from the weather department.

A quick run through the very professional programme left one with the impression that headlamps might be needed for the final event. Actually the meeting started about 15 minutes after the advertised time, and often the delays on the grid were irksome. But for all that we would rate the Aston show as a good meeting for a club affair, with a programme designed to give the invited clubs plenty of choice.

The meeting, arranged in two sections—heats before lunch and races after—was open to members of the Bugatti Owners', the Bentley Drivers', the M.G., the Lagonda, Sunbac, the 750 and the Vintage clubs. As is often the case with a handicap meeting, one had the impression that the handicappers had been a little over-generous in places and sometimes a little hard. It was definitely *not* a day for the back markers.

HURG SUCCESS: (Above) P. A. Blakely (H.R.G.), winner of the 20-lap race, being 'tailed' by J. A. Basset (Allard) at Srove.

POST-WAR QUEUE: (Right) An imposing array of DB2s and Stapleton's Spa Model await their turn in the St. John Horsfall Trophy race as one of the limit men, B. Hovenden (Mk II), flashes by.

Racing commenced with Heat 1 of Race 1. There were three heats of five laps and 20-lap final. This was mainly a dog fight between Blakely (1,496 c.c. H.R.G. Le Mans) and Sparrowe (1,098 c.c. Morgan Le Mans), who both started from the back mark. They vanquished a number of M.G.s and others in their progress and passed the field to finish Blakely (1), Sparrowe (2), and, third place went to Line driving a TD M.G. Heat 2 was won by Le Strange Metcalfe with his well-known Fiat Balilla, who never looked like being caught by Basset (4,375 c.c. Allard) from scratch, who finished second, and Jack Fairman, with the very elegant Abbott-Bentley "34", who came into third place, one second behind. Heat 3 went to McDonald (4½-litre Bentley), with Willis (F.N./BMW)



A.M.O.C.

C. Angell Wins St. Jo
Abecassis (DB2) Fastest
(F.N.-BMW) B.T.D.—Vin

Photograph





at SILVERSTONE

**Horsfall Trophy—George
ton Martin — Ron Willis
Bentleys Take Relay Race**

George Phillips

second, just managing to catch and pass Lawrence with another 41-litre Bentley who finished in third place. The last two heats were the qualifiers for Race 4—a sports-cum-racing car five-lap handicap. The first of these was a wonderful sight. We saw Mrs. Howard, driving Peter Clark's Leaf-H.R.G., stream through an assorted field in pursuit of John Ching (Type 37 Bug) who had received 1 min. 20 secs. from her. Ching, ahead of the field, had maintained an excellent lead, but Mrs. Howard's foot remained hard down on the correct pedal to pip the Bug very neatly within yards of the finish. The last heat was a com-

plete walk-away for Anthony Heal with the 1924 supercharged G.P. Sunbeam who put up a winning speed of 64.07 m.p.h. with the grand old car going beautifully from start to finish.

Now for the races. Race 1, the 20-Lap Handicap for sports cars was a very mixed affair with quite a number of interesting private battles. The Metcalfe Bahilla held on to its handicap very well, but could not make on the winner (P. A. Blakely, H.R.G.) and the second place man (J. M. Sparrowe, Morgan 4/4). J. A. Bisset (4.175 c.c. Allard) drove a magnificent race to third place just passing Jack Fairman (Abbott-Bentley) at Stowe Corner on the last lap.

Race 2, The David Brown Challenge Cup Relay Race for similar-make sports cars, in teams of three, attracted an entry of no less than 17 teams of Aston Martins, Bentleys, Lagondas, Frazer-Nashes, M.G.s, Healeys and Austins. The teams were lined up in echelon formation on the marker flags of their team colours, and a gay sight they made too in the brilliant sunshine. First off was a team of 2-litre Lags (A. R. Abel) who had a minute start on the 750 c.c. Austins and over five minutes on the 5-litre Healeys led by Peter Riley. We must confess that it was difficult to follow

MIXED BAG. (Left) Drivers, Le Mans, Internationals and M.K. II's delight the eye of sports car enthusiasts as they line up for the "Trophy" event

VINTAGE VICTORY. (Below) The V.S.C.C. No. 4 Bentley team which won the Relay Race. (L. to R.) J. A. Williamson (41-litre), J. H. Bailey (41-litre), and D. J. R. Chapman (41-litre)





A.M.O.C. at Silverstone *continued*

with complete accuracy the fortunes of the various teams, and Nevil Lloyd, the most excellent commentator, did not seem too certain either. But one thing was very apparent. The drivers in this race seemed to put everything they had into it, and it was a grand spectacle. The introduction of a crafty set of chicanes for the last lap of each relay added more fun still and ensured some measure of safety. The eventual winners were the V.S.C.C. team of three Bentleys who retained the trophy for their club. (Last year the V.S.C.C. won with a team of "chain gang" Frazer-Nashes.) Second place was secured by the M.G.C.C., and third by the Bentley Drivers with a trio of "four and a half's" led by Gerry Kramer. (Best unofficial time of the race was put in by A. J. Gibbons, Starter and Chief Timekeeper, on his return to his Control Bus after starting the last team some 300 yards away.)

The principal race of the day, the Second St. John Horsfall Trophy, a 10-Lap Handicap, had an entry of 21 with four reserves, including two of the victorious Le Mans D.B.2s, piloted by Reg Parnell and George Abecassis, from the David Brown stable; two more of this year's Le Mans D.B.2s driven by Mort Goodall (A.M.O.C. President) and Peter Clark and the D.B.2s of Peter Reece, I. P. B. Denton and Tony Rolt. The vintage section was represented by Piwell-Smith (L.M.2 1928 Team Car), Miss W. Lewis with the ex Tongue 1913 Team Car L.M.10 and a number of Internationals. The ex-Zborowski Twin-cam G.P. of 1922 vintage, entered by Fred Ellis, very regretfully did not appear on the line. The rest of the echelon start bristled with 2-Litre Speed Models, Ulsters and Mark IIs. C. Angell (2-Litre Coupé) one of six cars to receive 6 mins. 40 secs. start, got away magnificently and lapped consistently at just under 60 with Peter Sims (International) not far behind. Back markers were George Abecassis and Reg Parnell, who

gave 40 seconds to the D.B.2s of Tony Rolt, Mort Goodall, Peter Reece, I. P. B. Denton and Peter Clark. For the first three laps the two scratch men lapped within a few yards of each other, with Abecassis leading in the starting order and with Parnell gradually dropping back. A stop-watch on Abecassis recorded him with two laps at 1 min. 48 secs (76 m.p.h.). It was apparent, however, that if Chris Angell, still out in front on completing his eight laps kept his pace, he would not be challenged by the faster stuff—with the possible exceptions of Darby (Speed Model) and Ernest Stapleton in the ex-Horsfall Spa Special who was going very well indeed. Angell was the eventual winner with the very good average of 59.09, followed by Peter Sims (International), P. H. Scarf (Le Mans), R. K. Darby (Speed Model), Ernest Stapleton (Spa Special), W. B. Fowler (Le Mans), S. W. Creamer (International), I. P. B. Denton (D.B.2), R. McNab, Meredith (Supercharged Ulster) and George Abecassis (D.B.2).

The final of Race 4, the Five Lap Handicap, was an excellent affair with

LOTUS Nigel Allen, runner-up to Ching's Bugatti in a 5-lap race, in A. C. B. Chapman's very rapid Austin-based Special

some remarkably good driving on the part of the winner, John Ching, with his Type 37 Bugatti, and Mrs. Howerd, who drove Peter Clark's single-seater H.R.G. into third place taking Anthony Heal in the G.P. Sunbeam in the last 100 yards. Second place was secured by Nigel Allen in Chapman's remarkable little Austin-Lotus.

Race 5, the Five Lap Handicap for Post-War Cars, was really a private match between P. A. Blakely and J. M. Sparrowe (H.R.G. and Morgan) with Blakely (H.R.G.) the winner and the third and fourth places taken by the H.R.G.s of J. M. C. Keen and B. W. Johnson. The outstanding piece of driving in this race was the performance of Tony Rolt with the Walker D.B.2, who all but caught the leaders although he finished tenth.

The Ladies' Five Lap Handicap Race drew a surprisingly small entry of 11, of which seven started, with one substitution. Miss Williams (Austin-Lotus) on the 2 mins. 30 secs. mark got away well and was followed 25 seconds later by Miss Bode (H.R.G.). Both these swift young ladies made the best of their start, with Miss Williams gaining slightly. But after two laps, a strong challenge was apparent from Mrs. Howerd in the Peter Clark single-seater H.R.G., who was coming up through the field in fine style until she struck a patch of rough running on three cylinders which cost her valuable seconds. The missing cylinder came in again, but she could not catch that little Lotus. The finishing order was Miss Williams (Lotus), Mrs. Howerd (H.R.G.), Miss Bode (H.R.G.) and Miss Gibbs (H.R.G.), the winner's time being 62.9. Mrs. Williams, driving her husband's FN BMW made a very good fifth place. Tragedy of the race was Betty



DEBUTANTE: Newcomer to racing, Mrs. Howerd, had a win and two places in three events with Peter Clark's single-seater Leaf-engined H.R.G. Owner Peter Clark and "Mort" Goodall are seen on the right.

Stapleton driving husband Ernie's Spa Aston who ran short of fuel on the fifth lap and who just managed to splutter over the line. She told me afterwards that she nearly forgot to be a lady when she took it out on Ernie for his forgetfulness.

The last race of the day was the Motor Sport Qualifying Handicap of Five Laps, which appeared to be a gift to the limo man J. Goodhew with his lowered Lagonda 44-litre Rapide. He went off in fine style and was never to be seen again by any of the other starters. Margulies came second in a Talbot and Vessey in the Lancia Lambda made a very close third. Mrs. Howard actually finished second but did not qualify as her car did not fill the conditions of the competition. The most hard done by competitor of the day was the unfortunate driver of the little Lotus who was made scratch in this event conceding some seconds to Mrs. Howard in the very rapid H.R.G.

So ended an excellent day's sport with a very strong entry of 160 odd well patronized by an enthusiastic spectator attendance of some 5,000.

A very nice gesture was provided by the R.A.C., who sent along Sammy Davis, the club's vice-chairman, to be their steward in company with such famous Aston personalities as Lord Charnwood, Lt. Col. Chise, Gallop and Gordon Sutherland.

RESULTS (Subject to confirmation)

20-lap Handicap Race for Sports Cars: P.A. 300 cc. H.R.G. 400 cc. M. 500 cc. M. 600 cc. M. 700 cc. M. 800 cc. M. 900 cc. M. 1000 cc. M. 1100 cc. M. 1200 cc. M. 1300 cc. M. 1400 cc. M. 1500 cc. M. 1600 cc. M. 1700 cc. M. 1800 cc. M. 1900 cc. M. 2000 cc. M. 2100 cc. M. 2200 cc. M. 2300 cc. M. 2400 cc. M. 2500 cc. M. 2600 cc. M. 2700 cc. M. 2800 cc. M. 2900 cc. M. 3000 cc. M. 3100 cc. M. 3200 cc. M. 3300 cc. M. 3400 cc. M. 3500 cc. M. 3600 cc. M. 3700 cc. M. 3800 cc. M. 3900 cc. M. 4000 cc. M. 4100 cc. M. 4200 cc. M. 4300 cc. M. 4400 cc. M. 4500 cc. M. 4600 cc. M. 4700 cc. M. 4800 cc. M. 4900 cc. M. 5000 cc. M. 5100 cc. M. 5200 cc. M. 5300 cc. M. 5400 cc. M. 5500 cc. M. 5600 cc. M. 5700 cc. M. 5800 cc. M. 5900 cc. M. 6000 cc. M. 6100 cc. M. 6200 cc. M. 6300 cc. M. 6400 cc. M. 6500 cc. M. 6600 cc. M. 6700 cc. M. 6800 cc. M. 6900 cc. M. 7000 cc. M. 7100 cc. M. 7200 cc. M. 7300 cc. M. 7400 cc. M. 7500 cc. M. 7600 cc. M. 7700 cc. M. 7800 cc. M. 7900 cc. M. 8000 cc. M. 8100 cc. M. 8200 cc. 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BOOK REVIEW

Split Seconds

Author: Raymond Mays

Size: 5½ ins. x 8½ ins., 306 pages, 33 illustrations

Price: 21s.

Publishers: G. T. Foulis & Co., Ltd., 7 Milford Lane, Strand, London, W.C.2

RAYMOND MAYS'S long-awaited book, *Split Seconds*, will be eagerly devoured by every racing enthusiast. The author gives a clear and concise account of his years of motor racing, up to the birth and appearance of the B.R.M.

It is an enthralling tale. We learn how the author was infected with motor-racing fever at a very early age—he actually constructed a "special" at the age of 10 years, which although lacking an engine, lapped the Eastgate House "circuit" at a steady 5 m.p.h. From school he went to the Grenadier Guards, and started his motor-racing career when up at Cambridge, after being demobbed.

His first car was a Speed Model Hillman. Then followed those amazingly-successful Brescia Bugattis, Cordon Rouge and Cordon Bleu. The true story of the comparative failure of the supercharged A.C. will interest enthusiasts for the marque, but undoubtedly the histories of the Vauxhall-Villiers and the White Riley are of outstanding importance. So much has been discussed concerning those famous machines, that it is most satisfying to be able to learn the truth from their owner.

Shelsley, of course, plays a large part in the book, and who is more qualified to write about the Worcestershire Hill than Raymond Mays? That half-mile of

tortuous, winding road had a great influence on his life, and practically every machine he owned was acquired mainly with a view to breaking the record for the hill.

Amherst Villiers, Peter Berthon, Ettore Bugatti, John Cooper (India Tyres), S. F. Edge, Frank Seddon (Mercedes), Murray Austin, Humphrey Cook—all played their parts in Mays's exciting career. The author also gives due credit to Villiers for the late Sir Malcolm Campbell's early Land Speed Record—Amherst designed the supercharger.

It is also interesting to learn just why the straight-eight Mercedes was such an atrocious road-holder, how the Invicta was made to go so quickly, and the facts of the E.R.A. and B.R.M. enterprises.

There is little doubt that Raymond Mays has done as much for motor racing in this country as has any man. No question of personal gain has ever entered into his racing activities. Throughout his lifetime there has been one dominating factor, namely, the urge to put this country firmly on the motor-racing map. No man has ever worked harder towards this end, and with the coming of the B.R.M., it may be that his efforts will meet with the reward of success.

Split Seconds is the sort of book that makes one realize the tremendous struggle against frightening odds that always faces drivers who are willing to experiment. Newcomers to racing should read this fine work, and will gain invaluable advice from the man who will always be regarded as the greatest exponent of the art of speed hill-climbing the world has ever known.

G.

CORRESPONDENCE

Bolster and Rallies

YOUR correspondent, Mr. J. M. Ramsay, expresses the opinion that Mr. Bolster has lost the sympathy of many enthusiasts through the expression of his views on rallies. Possibly this may be so, but I feel sure that he has the wholehearted support of others who have the ability to see beyond the ends of their respective noses.

I know of one gentleman, by no means bigoted on the subject of fast motoring, who had the misfortune to get himself mixed up with an important rally whilst on his holidays. His views on the road manners of the "racers" were quite incapable of expression in King's English, and his first act on returning home was to write to his M.P. about it. If his account of his experiences is correct, which I have no reason to doubt, I have every sympathy with his point of view. Fortunately, the gentleman concerned has been to Shelsley and Silverstone, so was able to differentiate between racers and "racers", but the fact remains that the mass of the people still regard any car with a number plastered on it as a car taking part in a race, and any clot who indulges in a spot of reckless or spectacular driving, whilst his car is thus decorated, effectively alienates the sympathy of some members of the public from motor sport in general.

Mr. Bolster's views may well give offence to those unable to read the writing on the wall, but I hope that for the good of the sport he will stick to his guns.

R. G. CHAWNER

SALE, CHESHIRE.

I ALMOST sympathize with your correspondent J. M. Ramsay because his letter objecting to Mr. Bolster's reference to "Pestilential Rallies" appeared in the same issue that the latter writes his lucid article on "Rally Organization".

I trust that there now remains no difficulty in understanding the alleged unfair comment.

A more clear, broad-minded and frankly expressed opinion would be difficult to find.

It is easy to follow the crowd, suppress ideas that may arouse adverse comment however plainly stated, and drift on, offering no constructive criticism. Most of us realize that, and will consequently all the more have welcomed and considered John Bolster's opinion on this subject.

For myself, I am quite unable to see any folly in his observations.

J. N. DOBBS

BATH.

Conduct in Rallies

IT may interest Mr. Ridley and others to know that the following has been a standard regulation in all our events, both trials and rallies, for many years past. "Special observers will take observations *en route* to note and report any instances of dangerous or noisy driving, driving at an unreasonable speed, or any other infraction of the regulations".

As the result of reports by our travelling officials we have found it necessary to take action from time to time and suspend the delinquents from M.C.C. events for a period.

With so many newcomers to the sport during the past year or two it may not be out of place to mention that the M.C.C. has always taken a very firm hand, without being officious, in

suppressing over-enthusiastic behavior either during an event or at the subsequent social gatherings.

As one who has probably attended as many of these functions as anyone I must say that general behaviour has considerably improved since the war. When I remember the boisterous "do's" I've taken part in, particularly during the 1930's, the orderly proceedings generally found today are a refreshing experience for those who have the interest of the sport at heart.

(One can have plenty of good fun during the entire even-
without being either a nuisance or a trespasser on anyone's
other people's property and as for the ~~same~~ ^{minority} ~~minority~~ ^{minority} who
haven't yet realized this - let them pay in their own back-
yard as Herbert Campbell used to sing of a similar type so
many years ago.

J. A. MONTES, Secretary, M.C.C.

LONDON W C 1

Artistic Licence

THE amusing cartoon on page 22, in your 20th July issue, raises interesting possibilities. Either the halt sign has been overshoot by a rather more than halfshot conductor travelling backwards, or a remarkable new type of tyre has been evolved that exudes prehensile pseudopods in the direction of motion thus providing a negative drift angle in an automatic get you home service in the event of engine failure.

J. R. I. 215800 1983

(continued)

Six-Hour Relay Race

I have noticed that your correspondent John Armstrong is not alone in having failed properly to read the regulations of the Six-Hour Relay Race which the TSO MC is running on the Silverstone club circuit on 24th August. The event has a number of features which I believe to be without precedent. In the first place a team may consist of any number of cars and drivers up to six each, but for the sake of the poor bewildered spectators we are asking that the cars comprising a team be of the same make and type, or have at least some conspicuous common denominator. I have already accepted a team of one car and two drivers, Napier's Aston Martin. The second interesting point is that the rules allow team managers complete freedom as to their deployment of cars and one car in the team can run five and a half hours while the other five do a lap each for all we care; we shall simply count the number of times the cash has been round the course. This was decided after considering the arrangements they have at a mile after run in a place called Le Mans in France where the suffering team manager has to fight his way through a bewildering maze of arbitrary regulations involving in scope and detail the British Road Traffic Act itself. I have thought a complete contrast to this would be a refreshing change.

Perhaps the most serious experience has been to replace the distribution of starting money with a process as practised by the Fight Clubs organisation with a complicated 'Shipping Money' scheme whereby the organisers hope to be able to avoid having a very complicated system of fees as to suffer an expensive blow up or accident. This is intended to help the struggling amateur driver maintain and it is hoped to attract further voluntary placed drivers enjoying a degree of factory support for example, will also themselves if necessary awarding them to write their claim to the justice.

We are proposing to arrange an espionage system whereby the problems of team managers and their solutions to them can be made known to the commentators who can then broadcast intimate information for the greater entertainment of the spectators. Another interesting detail is that the course telephone is to be available to any competitor who breaks down, for sending a message to his pit to despatch another car to pick up the cash and continue.

If you can spare me further space, I would like to take advantage of this opportunity to solicit teams which would make the event very much more interesting. There will be a team of 4 1/2 litre Bentleys and it would be a crying shame if we could not put some 30-98 Vauxhalls and 4 litre Lagondas into the field against them on the same handicap level, and I would be delighted to hear from owners of these cars who might be impressed, if they have not already started congratulating me.

ing. What about it, Messrs. Quartermain, Neve, Whiteaway, and Plowman? And Mr. Goodhew? Interested owners of Silverstone Healeys might usefully contact the Ecurie Cowell-Stokes in Lancaster Mews, and Mr. Cyril Jolly, of 16 Springwell Road, Durham, is wishing of forming a team of T.C. M.G.s. We have information already of impending entries from Jaguar XKs, 12 Allards, Aston Martins DB and pre-war Cooper and Lester and T.C. M.G.s, H.R.G.s, Frazer-Nashes, Singers, Lancias and Delages, as well as teams of Formula Austin Sevens representing the various regional centres of the club. It all promises to be most interesting.

If any readers are experienced and reliable lap-chart keepers, the organization would be glad of their services; the lap scoring would naturally be done on a system of reliefs.

HOLLAND BIRKETT (Secretary of the Meeting)

1 PONDIAH ROAD, FLEET HANTS.

Centrifugal and Vane-Type Superchargers

THE article in your issue of the 13th July, "The B.R.M. Expert Opinion" was published at a suitable time and must have helped a great deal to place the B.R.M. controversy into perspective for its many quasi-supporters. There is little doubt that the design is brilliant and that it is a pity that by its necessary compromise nature the committee lacks a leader with absolute power of decision. I confess that were I a Boulton I should get very fed up with so much criticism by so many ill-informed and often ignorant members, amongst whom by writing this I have to number myself.

I do feel, however, rather strongly about the following paragraph in Cameron Earl's article:

"... in order to supply air at a mass rate sufficiently high to cope with this ultimate demand, a Roots-type of supercharger with four stages would be required, forming an installation of unacceptable bulk and inefficiency. Similar objections apply to the vane-type supercharger, in addition to which certain authorities who have carried out extensive tests now regard the varying angular velocity of the vanes, and the difficulty in providing sufficient lubricant to prevent vane seizure without at the same time fouling the spark plugs, as factors making reliable application to the modern G.P. engine impracticable".

There is one undisputed fact concerning the B.R.V. at the moment: that the power curve is almost ridiculous for a racing-car with conventional transmission, resulting as it does in risk of stalling on take-off, slow acceleration out of corners, a high rate of tyre wear, and an extremely tiring and distracting ordeal for the driver. Pretty disastrous attributes for a

(continued overleaf)



$\frac{d}{dt} \left(\frac{\partial L}{\partial \dot{x}} \right) = \frac{\partial L}{\partial x}$

Correspondence—continued

Grand Prix contender. These four faults can be rectified (at least by an armchair designer) by the replacement of the present centrifugal supercharger by a vane-type compressor. Now I know that space and weight are extremely critical factors in an already balanced design, but the advantages offered by the successful installation of a vane-type compressor would more than outweigh the installation problems.

A boost pressure is available from zero revs, which speaks for itself. The reliability concerning vane fatigue arising from varying angular velocity has never been questioned with the Shorrocks supercharger, which design uses probably the best vane-actuation and porting patterns.

Experimental Shorrocks installations for Lt-Col. Gardner's M.G. Special have recorded sustained boost pressures of a figure approaching 40 lbs. p.s.i., which represents nearly 4 a.t.a. supercharge, is higher than has been used by any racing car engine so far, and is not far off the ultimate boost pressure contemplated for the B.R.M. in 1953.

One cannot afford to look such a gift horse in the mouth and the Rolls-Royce centrifugal blower is probably an exceedingly fine instrument, but I firmly believe that it is unsuitable for the B.R.M. project.

These problems have been discussed by B.R.M., Ltd., and their decisions have become mechanical fact, but the article by Cameron Ear prompted me to voice an opinion that has been expressed before but which could well be considered by designers and modifiers to good effect.

MECHANICAL

COVENTRY

Winfield Racing

THROUGH your page I would like to thank the Winfield Joint Committee for a grand afternoon's sport in spite of the absence of the B.R.M. and the much-looked-for Parnell, Murray tussle.

There was only one black spot on the day. The welcome some of us early arrivals to the car park beside B and C Grand received from one of the stewards. With his expression.

If you are not pleased get your names back, he gave some of the visitors a dim view of racing on the Borders. Maybe that is just one of the things that have to be sorted out for the next time.

I express many thanks for interesting hours with Autosport and for a lot of help from the O.H.C. M.G. articles.

HOBBERER

GALASHIELS

Winfield and Gamston

MAY I be allowed to express my disapproval of the rather unsporting manner in which certain folk North of the Border have for some time been squealing because on the day chosen for their Winfield Race meeting it so happened that another event had already been arranged and approved months ago, at Gamston, 200 miles away. The squeals culminated in a remark in your account of the Winfield meeting in the 28th July issue to the effect that "It was certainly bad luck on secretary Martin and the hard-working Winfield committee that a permit was granted for the same day for Gamston . . . etc."

As an official of the Sheffield and Hallamshire M.C. I would like to say that no secretary or committee can have worked harder than Ken Seale and the Gamston committee in putting on what your report rightly described "as fine an afternoon's sport as anyone could wish to see."

No squeals were forthcoming from the Sheffield club re the clashing of fixtures, nor were they on Whit Monday when their Gamston meeting had to go ahead (which you may remember it did with considerable success) in spite of competition from Goodwood, a mere 200 miles away.

I am sorry to see your Editor's view, concerning the effect of these events to that of International Meetings at Silverstone and Goodwood on the same day; Winfield had all the advantages of a National permit, several Clubs to run the event, and high finance to attract the competitors—The Gamston meeting, on the other hand, was run entirely by the S. and H. Club, without any financial assistance or backing, and under a closed permit for its own club members only, the latter being strictly adhered to.

Thanks for a good magazine—fortunately it is not often that any territorial bias creeps in to your offerings!

BOB WINFIELD

SHEFFIELD, 11

International Alpine Rally

OUTSIDERS who needs no bush and I am sure that Mr. Ian Appleyard, in my opinion the pre-eminent Rally driver of today, whom I am confident will one day win the Monte Carlo Rally for this country, would be the first to refute your claim that he is "the only driver in the world to have gained three successive Coupes des Alpes." The claim is exaggerated on two counts. It is "successive" you mean the winning of three Coupes des Alpes in consecutive years, this feat has not yet been accomplished by any driver. Mr. Appleyard won Coupes des Alpes in 1948, 1950 and 1951. In 1949 he was co-driver with Mr. Donald Healey on the prototype Healey Silverstone which won its class, but dropped only 20 marks in one of the hardest post-war Alpine runs.

It is however you intend to imply that no other driver has won three Coupes des Alpes, you disregard justice to M. Gaston Dewoix, one of the greatest Alpine experts and sportsmen in France. The Coupes des Alpes was only instituted in 1938, but M. Dewoix won one in 1948, 1949 and 1948. In 1939 Madame Dewoix won one, which is a feat that no lady has yet equalled. This is a family achievement, we will be hard to beat.

On a purely personal point, 1951 was actually the fourth consecutive year in which my H.R.C. completed the Alpine course, and whilst my co-driver and myself greatly appreciate your remarks about a well-merited award, we feel that much of the credit should go to the mechanics who built and prepared the "springless wonder."

ST. ALBANS

J. COIT

THE achievement of Ian Appleyard again winning a Coupe des Alpes this year deservedly gains your praises in your issue of 21st July 1951.

You are however wrong in saying that he has a third successive Coupe des Alpes. He won one in 1948, 1950 and now 1951, in each case driving a Jaguar. In 1949, his Conqueror's engine got through without loss of marks. Ian co-drove a Healey Silverstone with Donald Healey and finished just ahead of us with a Lexus and a Nissan with a loss of 20 marks.

His Alpine record is however certainly surpassed by a lady.

ROBIN REICHERDS

LONDON, S.W. 7

Spike Rhando

WITH reference to your recent correspondence concerning "old and new Spike Rhando" it may interest your readers to know something about a very fast, because I think he is a very well-known member in spite of the fact that he appears to get a good deal of his time spent racing in East Africa generally. The latest information was given me by members of a motor week-end in Sweden, who help to keep the Rhandos busy abroad.

Spike still seems to be driven by mechanical features. Although I was told that he was "compulsed" to "Nancy" in a M. Centron is enough to make anybody think that such things can only happen in a dream.

Whilst waiting on the starting line for the 1951-52 season, Spike's 1.8 Cooper started to creep forward, his usual habit, and in their usual frenzy of wild waving and screaming to Spike to reverse back, Spike just looked at them, and the commonest sense told him saying "Are you kidding?" No reverse, and then it happened, the car shot forward, he only a few feet. The clutch had appeared to have broken at the end, and the force of contact with the rear wheels broke the rear chain. This meant no starting money, and according to what was told me, it meant a return journey totalling 1,300 miles to Paris where he lives with Harry Schell and operate as "Horschell Racing Team" driving Coopers.

Seeing this meeting and meeting, he-brove people has made my holiday the most enjoyable I have ever experienced.

D. MACALPINE

LONDON, W.



MOTORLESS SPORT: M. Anthony and passenger gamely push their SS90 to the finishing line after the transmission broke during the Bognor Regis M.C.'s driving tests on the Esplanade.

NEWS FROM THE CLUBS

NAISH HILL AND CASTLE COMBE

AFTER a lull of some 18 months, Naish Hill will again be coming into the picture. Having secured a firm agreement of tenure, Bristol M.C. and L.C.C. members have lately been repairing and improving the course; week-ends and summer evenings have seen small bands of enthusiasts busy with road laying equipment and good progress has been made under this form of "private enterprise".

It will be remembered that the course is shaped somewhat like a reversed "3" and all three corners are now banked and concreted, but it must be admitted that certain sections still come within the "sporting" category.

1st September will see a revival hill-climb and further details are available from the Secretary of the Meeting, Mr. G. J. Skinner, 11 Priory Avenue, Westbury-on-Trym, Bristol.

Regulations will shortly be available for the National Castle Combe Circuit on 6th October. Series of 20-mile races will be held and prize monies are increased. All those interested should contact Mr. C. B. Salter, 25 Cotham Road, Bristol, 6.

OVER REVVERS TROPHY

THIS annual social event organized by the North Midland M.C. on 22nd July, was competed for by the N.M.M.C. and the Sheffield and Hallamshire M.C. The contest took the form of averaging 30 m.p.h. from a standing start on a narrow road with a loose surface and two hairpin bends.

Competitors from each club had three runs and the six best times of each team decided the victors.

Don Rayner (Allard) driving for the N.M.M.C., made three very spectacular runs and on the third achieved best time of the day (29 secs.).

The N.M.M.C. won the Trophy, a burnt E.R.A. piston and two bent connecting rods, mounted on an oak base, by the wide margin of 24½ secs., for the second year running.

necting rods, mounted on an oak base, by the wide margin of 24½ secs., for the second year running.

RESULTS

N.M.M.C.: 1, D. Rayner (Allard), 29 secs.; 2, P. Chapman (Mercury Spl.), 29½ secs.; 3, M. Bateman (Allard), 29½ secs.; 4, T. C. Harrison (Harford 2), 29½ secs.; 5, A. Pownell (Rojab), 31 secs.; 6, D. McGill (M.G.), 33 secs.

S. and H.M.C.: 1, R. W. Phillips (Ford V-8), 30½ secs.; 2, F. Sneath (Bentley), 33½ secs.; 3, A. Marshall (Lea Francis), 34½ secs.; 4, D. Gregory (M.G.), 34½ secs.; 5, S. Parrish (Rover Spl.), 35 secs.; 6, N. Woolhouse (BMW), 38 secs.

M.C.C. "SILVERSTONE"

THE M.C.C. plan a bumper race meeting at Silverstone on 8th September. Invited clubs are: Bentley Drivers, Bristol M.C. and C.C., M.G. Pathfinders and Derby, Sheffield and Hallamshire, North-West London and West of England. Programme will include one-hour high-speed trials, five-lap handicap and scratch races, and special team relay races (three cars per team). The Club is anxious to have as large a representation as possible in the relay event. Members of the invited clubs can obtain copies of the regs. and entry forms from their secretaries.

SEVERN VALLEY DRIVING TESTS

THERE was a record entry for the driving tests held by the Severn Valley M.C. on Sunday.

In the Garaging Test, S. R. H. Loxton (1½-litre M.G.) showed a remarkable degree of accuracy.

The Width Judging Test was won by T. Oakley (TC M.G.) who was only 1½-in. over his correct width.

The In and Out Test which followed produced a fair amount of tyre wear. Drivers starting from a given line entered a bay—reversed in the bay—drove out,

then round a series of pylons to a similar bay ending in a flying finish, level with the start line. S. R. H. Loxton again giving an excellent performance beating C. Emberton (TC M.G.) by two-fifths of a second.

The final Blindfold Navigation Test produced a large variance of times and a great deal of amusement for the spectators. R. Tart (TC M.G.) beating G. Cope (Lea Francis) by 1 sec.; in an amazingly fast run.

RESULTS

Garaging Test: 1, S. R. H. Loxton (1½-litre M.G.); 2, P. Thompson (Singer); 3, T. Oakley (TC M.G.).

Width Judging Test: 1, T. Oakley (TC M.G.); 2, F. Oldham (Morris 8).

In and Out Test: 1, S. R. H. Loxton (1½-litre M.G.); 2, C. Emberton (TC M.G.).

Blindfold Navigation Test: 1, R. Tart (TC M.G.); 2, G. Cope (Lea Francis).

1951 LAKELAND RALLY

THE Lancs and Ches. Lakeland Rally, again to finish at Llandudno in North Wales, will be held on 29th and 30th September, 1951. The organizing committee, and in particular the Competitions' Chairman, B. K. Thompson, are working very hard together to make this the best "Lakeland" ever. Further details of starting controls, routes, hotel accommodation, etc., will be available shortly.

MORGAN 4/4 RALLY

THE newly formed Morgan 4/4 Club holds its first road rally on 5th August, starting from the "Beech Hotel," on the main Derby-Burton road at 2.30 p.m. and finishing at Banbury. Entries (5s. per car) close tonight (3rd August).

N.L.E.C.C. DRIVING TESTS

THE results of the driving tests, organized by the North London Enthusiasts' C.C. at Whelpley Hill, Chesham, on 22nd July, were as follow:—

Best Performance: Brian Lister (Cooper-M.G.).

Saloon Cars: J. Evans (1938 Vauxhall 14 h.p.).

Up to 1,200 c.c. (Open): Brian Lister (Cooper-M.G.).

1,201-2,000 c.c. (Open): A. Gordon (H.R.G.).

Unlimited Open: D. D. Render (Ford).

Next event is the Point-to-Point on Sunday, 9th September, in Surrey, details of which can be had from the secretary of the meeting, Mrs. A. C. Hobbs, 38 Liddell Gardens, Kensal Rise, N.W.10.

SCOTCH CORNER

By "BODACH"

It is with a feeling of regret that I type this instalment of "Scotch Corner" for it will be the last time I will contribute to AUTOSPORT as "Bodach". For something like 22 years I have covered all forms of motor sport in all parts of Scotland so that, in a way, I have grown with the movement—and it is not easy to relinquish all the friendships made in that time. However, unfortunate though it may be and whatever my personal feelings, willynilly I have just bought a single ticket to the metropolis. Perhaps, therefore, I can reminisce for a moment. The first event in which I ever took part was a Scottish Western M.C. Highland Two Days' in which a fellow tyro was George Simpson later to distinguish himself by motoring his Austin Seven to the top of Ben Nevis. In those days the S.W.M.C. was practically the only active club north of the Border. Then some stalwarts like Jack MacGregory, Tom Forrest and Norrie Sharp founded the Scottish Sporting Car Club and from then onwards the sport received a tremendous fillip. New enthusiasm was instilled into such bodies as the Falkirk and D.M.C., the M.G.C.C. (Scottish Centre) sprang up in Edinburgh and straightaway attained wide popularity. The Lanarkshire C.C. ran some grand trials and very soon Bo'ness became a speed venue. Then, no one thought it would ever become an international fixture! The threat of war stopped in 10 minutes all the promise of 10 years' hard labour!

When hostilities ceased the clubs gradually resumed activities, although on a somewhat restricted scale. Petrol went off the ration and immediately clubs sprung up like mushrooms. In fact, A. K. Stevenson had one long headache trying to stop the promiscuous sport that resulted. But he did. In a burst of enthusiasm was formed the Lothian Car

Club which actually handicapped itself by being too ambitious! But it was this youngster, aided and abetted by the equally inexperienced Berwick and D.M.C., and the Hawick and Border C. and M.C.C. that put motor-racing on a solid substratum in Scotland. More power to their elbow! In the north, the Aberdeen boys have popularized Crimond and presumably they, too, are toying with the idea of applying for an international permit next season. Although the Scottish Motor-Racing Club does not appear on paper to have accomplished anything, believe me it is not inactive. Best news of all was the re-entry of the R.S.A.C. into sporting matters and their Rest-and-Be-Thankful event is one of the best in the country. Today, except for a decided fall in trials enthusiasm, motor sport in Scotland was never in a more thriving condition.

I LEAVE Scotland, therefore, when the sport is thriving as it has never thrived before and I hope that all the clubs will realize now that the best form of "self government" that they can get is to agree among themselves, share their many problems and make full use of the services of their national body, the R.S.A.C. From now onwards "Bodach's" successor will take over and I hope you will still write to him as you have written to me. Anyway, I know I am leaving you in good hands.

MEANWHILE there are a few final things to clear. Those of you who attended the recent Winfield meeting will remember that Ian Hopper's car so surprised the authorities that they impounded it immediately after its race in order to analyse the fuel. In what they suspected they were completely wrong, but probably they knew this before they started

their investigations. Some details of Hopper's rapid little car may not, therefore, be out of place.

The chassis frame was specially made by Joe Potts who also designed the suspension. The rear axle crown wheel and bevel is exactly the same as that used on the H.W.M. All the bodywork was done by Hopper himself, with the exception of the panelling. The Lea Francis engine is reputed to develop 94 b.h.p. with a compression ratio of 9.5 to 1 on petrol benzol at 6,200 r.p.m. The theoretical speeds in the existing gears are: first, 37 m.p.h.; second, 60 m.p.h.; third, 83 m.p.h.; and fourth, 117 m.p.h.; all at 6,200 r.p.m. These figures were obtained on a four to one rear axle ratio and are uncorrected for growth in tyre diameter due to centrifugal force at high speeds. Hopper explained to me that he had already attained 87 m.p.h. in third which exceeds the theoretical figure, but this may have been due to the rev. counter lagging; in other words he may have been over 6,200 r.p.m. The car cannot be considered light at 16 cwt. 2 qrs. with one of the two nine-gallon tanks full, but the engine does seem to have sufficient power to overcome this handicap. Modifications it is hoped to complete for next year include fitting specially made close-ratio gears and alternative 500 x 15 and 600 x 15 rear wheels and tyres.

ON 1st September, the Scottish Sporting Car Club is staging a speed event at Turnberry airfield. A 1.7-mile course has been laid out and there should be some interesting lappery. As a matter of fact it would be lovely to see a scrap between Reid's Omega, Fisher's Fisher, Hopper's Hopper and Gibbon's Rover! Practising takes place on the morning of the event. Another S.S.C.C. event in the offing is a Heather Rally between 22nd-24th September. For this Glasgow and Edinburgh are the two starting points, some 365 miles will be covered in three stages, and the finish will be in Stirlingshire.

BOREHAM—11TH AUGUST

WEST ESSEX M.C.'s Boreham Meeting on 11th August has attracted a large entry. In the 500 c.c. category, Eric Brandon may drive Stirling Moss's Kieft. Other entries received are: Curly Dryden (J.B.S.), Don Gray (Cooper), Alan Brown (Cooper), Jack Moor (Wasp), Sid Allard (Cadillac-Allard), John James (4CLT Maserati), Joe Kelly (Alfa), Tony Rolt (E.R.A.), Duncan Hamilton (E.R.A. or Talbot), Roland Dutt (Maserati), Roy Salvadori (Alfa Romeo), J. Goodhew (Alfa Romeo) and Don Parker (J.B.S.) Reg Parnell hopes to drive the Thin Wall Special Ferrari.

More News from the Clubs on page 154

AU REVOIR: A. K. Stevenson (left), secretary of the R.S.A.C., presenting Alex Bruce ("Bodach") and Mrs. Bruce with a silver coffee set on behalf of the Scottish clubs.



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